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change now practically decided upon.

Nearly the whole of the garrison artillery, with the exception of the mountain batteries, is employed in coastal stations, where, in the event of war, their principal business would be the repulsion of naval attack. Because of this and of the close co-operation necessary between all arms of the defence, it has been decided to place both the fixed and the mobile defences under the control of the Navy.

It is not yet known whether the change will be made gradually or at once. Under the new arrangements, however, the garrison artillery will receive a certain amount of training ashore, and will thus be available for reinforcing the naval personnel in the event of necessity.

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Hongkong, July 1, 1912.

one of the financial possibilities of Chinese railways has been so striking that even the most ignorant and inexperienced of Chinese railway directors may have it driven into their hands at any moment that parsimony in the supply of locomotives and rolling-stock is bad economy, and that railways which contrive to pay big dividends with insufficient stock would prove still more lucrative if properly equipped. When that moment comes, numerous orders, for quick delivery will be forthcoming, and it will not be the fault of British engineers on the spot if, in these circumstances, they are obliged to have recourse to American workshops, even at the risk of thus introducing a new and unfamiliar type. The danger of thus altering the existing favourable conditions to conditions unfavourable to British industry will be more apparent to British manufacturers if they reflect on the enormous development of railway communications in China that is bound to come as soon as a government is established strong enough to keep order and collect taxes. During the year 1912 the most important event in the history of railway construction in China was the completion, in November, of the Yellow River bridge in the Tientsin-Pukow line. Since December 1, 1912, through trains have been running between Tientsin and Pukow, at first twice a week, afterwards daily, and Peking is now 40 hours from Shanghai. The line from Changchun to Kirin (80 miles), a branch of the South Manchurian Railway, which had been under construction since February, 1910, with Japanese capital and engineers, but under Chinese control, was opened in October. In addition to two short branches of the Tientsin-Pukow Railway in Shantung—namely, Yenchowfu to Tsinningchow, 19 miles, and Linching to Tanchow, 20 miles. From recent reports, however, it has been made abundantly evident that not only does the Chinese Government intend to extend the railways throughout the country, but that they are fully alive to the necessity of bringing them up to modern requirements.

NEWS OF THE DAY.

First, Cross's new musical play "The Idol's Eye" will be produced at the Theatre Royal, on February 11th, 12th and 13th.

The Rev. H. R. Wells will speak at the meeting of the Hongkong Christian Union at St. Paul's College on Monday next at 5.30 p.m.

The date of the meeting of the Hongkong Missionary Association has been postponed to Tuesday, January 20th, owing to other meetings taking place on the 13th instant.

To-morrow, the Bishop of Victoria will celebrate Holy Communion at 8.15 a.m. and preach at 5.45 p.m. at St. John's Cathedral. The annual collections for the Church Missionary Association will be made.

RAILWAYS IN CHINA.

In the course of an interesting article on the railways in China, "Engineering" reminds us that out of the 6000 miles of railway now open to traffic in the Republic (including about 1800 miles of lines in Manchuria, which, from a commercial point of view, might perhaps be more appropriately regarded as Japanese or Russian railways), some 1200 to 1300 miles have been constructed by British enterprise and British capital. On such railways British types and standards have naturally been established, as the indiscriminate competition of Continental or American makers would only lead to difficulties and confusion. At the present moment the engineering trade in the United Kingdom is extremely active, and the works are fully occupied in filling orders from home, colonial, and foreign railways, for which higher prices are readily obtained than Chinese railways can afford to pay. Now, the railways in China are notoriously understocked, and their present requirements are on so comparatively small a scale that one can hardly wonder if British manufacturers are inclined to overlook the importance of this market. But, continues Engineering, recent experi-

NEWS OF THE DAY.

LOCAL AND GENERAL.

Among the cargo taken to Manila by the "China" were 1,570,000 cigars.

Mr. A. B. Purvis arrived yesterday by the Nanyang to take up a position in the Public Works Department.

We are asked to state that Lady May will be "At Home" next Tuesday from 4 till 6 p.m. There will be tennis.

A cotton exchange for business on time will be opened in Bremen in February. The liquidation office in connection with the exchange will be provided with a capital of Mks. 9,000,000.

The Admiralty have given instructions for new crews to be sent to Hongkong to recommission the destroyers "Wealand", "Hibbelle", and "Uk" for a further term of service on the China Station.

It is announced that Mr. Denman Fisher, organist to St. John's Cathedral, will give another organ recital on Tuesday, 20th inst., and a final recital on Feb. 10th, before he leaves for a holiday at home.

It will be seen from our advertising columns that the annual meeting of the Hongkong Benevolent Society is to take place in the City Hall next Wednesday. The Hon. J. A. S. Bucknill, K.C., Attorney-General, will preside.

While walking along Western street last night Inspector Dymond observed a Chinese approaching him with a bundle under his arm. When the man saw the Inspector he ran down Third street, but was pursued and captured. It was found that the bundle contained two new sheets valued at \$9, and subsequent police inquiries revealed the fact that they had been stolen from Jardine's house at Wanchai. The man was charged with the theft before Mr. H. J. A. S. Bucknill, K.C., this morning, convicted, and sentenced to one month's imprisonment and four hours' stocks.

The seventh annual staff dinner of the Hongkong & Shanghai Banking Corporation was held in the Trocadero Restaurant, London, on December 11. Sir Charles Adair presided. A presentation of old English silver was made to Mr. Campbell Jones in recognition of his work as architect of the new bank buildings in London. The Chairman, in referring to the changes in the staff, spoke with regret of the retirement of Mr. McCombie, and Mr. Moore and paid a warm tribute of praise to the character and ability of these gentlemen displayed throughout upwards of forty years spent in the bank's service.

The members of the R.E. Sergeants' Mess held a whist drive in the R.E. Theatre, Queen's Road, last night. Nearly 150 were present. B.Q.M. Sergt. Lancaster and Corp. Coxon attended to the arrangements and acted as M.C.'s. After the drive dancing was engaged in, and during the evening B.Q.M. Sergt. Lancaster handed the whist prizes to: Ladies, 1st, Mrs. Robinson; 2nd, Mrs. Williams; 3rd, Mrs. Harrison; 4th, Mrs. Babbage; Hidden number, Mrs. Lancaster; Booby prize, Mrs. May. Gentlemen, 1st, Chief Writer Humphreys, B.N.; 2nd, Sgt. Tibbles, R.M.L.I.; 3rd, P.O. Allen, R.N.; Hidden number, Staff Sgt. A. Lloyd, R.E.; Booby prize, E.R.A. Collins, R.N.

SOCIAL AND PERSONAL.

Sir Havilland and Lady de Saussure returned to Shanghai by the S.M.R.S. Kolo Maru on the 5th inst., after a holiday at home.

The Tokio Appal Court has confirmed the sentence of four years' penal servitude passed upon W. A. Wheeler, of the firm of Genz, Wheeler and Co., on charges of fraud in connexion with knitting machines and hosiery.

The Norddeutscher Lloyd announces that, beginning with the sailing of the steamer Kleist from Southampton on Jan. 13, the steamer of their China and Japan Line will call at Lisbon and Gibraltar alternately both outward and homeward.

The Collections in St. John's Cathedral on Christmas Day were given to the Diocesan Girls' School and amounted to \$390.01. In answer to the appeal made in his sermon on Christmas morning the Bishop received an anonymous donation of \$60 for the same purpose.

Among the young officers of the German warship Emden at present in the harbour in Prince Franz Joseph of Hohenzollern, a brother of the emperors of the ex-King of Portugal. His Highness came to the East a few weeks ago and joined the Emden as an ensign, with the rank of lieutenant.

STRAIGHT AT IT.
THERE is no use of our "beating around the bush." We might as well out with it first as last. We want you to try Chamberlain's Cough Remedy the next time you have a cough or cold. There is no reason so far as we can see why you should not do so. This preparation by its remarkable cures has set off a world wide reputation, and people everywhere speak of it as the highest form of medicine. It is for sale by all Chemists and Storekeepers.

THE CASE AGAINST AMERICAN OFFICIALS.

JUDGMENT FOR THE DEFENDANTS.

In Hongkong Supreme Court today, His Lordship the Chief Justice (Sir William Ross Davies) delivered judgment in the action raised by Vicente Sotto, journalist, against Thomas Carey Walsh, Assistant Executive Secretary of the Philippine Islands, and John B. Sawyer, Vice-Consul in Hongkong of the United States of America.

The plaintiff claimed from the defendants the sum of \$4,811.03, being the equivalent of 2500 "in which the defendants are indebted to the plaintiff under the provisions of the Hibana Corpus Act, 31 Car. II., cap. 2, by reason of their having procured or caused the imprisonment of the plaintiff on a charge of abduction within the territory of the Philippine Islands, well knowing that the plaintiff had been discharged from custody under a writ of Habeas Corpus issued out by him when in custody on the same charge.

Sir Francis Pigott, instructed by Mr. W. B. Hind and Mr. Norington (from the office of Mr. G. R. Hall Brutton), appeared for the plaintiff; the defendant was represented by Mr. Eldon Pottor and Mr. F. C. Jenkin, instructed by Mr. G. Hastings (of Messrs. Hastings and Hastings), and the second defendant by Mr. E. H. Sharp, K.C., instructed by Mr. M. Reader Harris (of Messrs. Wilkinson and Grist).

His Lordship in the course of the judgment, which took fifty minutes to read, stated that the action, which raised the question of the liberty of the subject, was a very important one and fully justified the exhaustive and interesting arguments advanced by Counsel on both sides.

After setting out the facts of the case, and dealing exhaustively with the numerous authorities quoted, His Lordship gave it as his opinion that section 6 of the Hibana Corpus Act does not apply to the second arrest and imprisonment in respect of which this action is brought. This involved the dismissal of the action, and it became unnecessary for him to deal with the other points. By Ordinance 3 of 1873, such of the laws of England as existed when the Colony obtained a local Legislature were brought into force in the Colony except so far as they were inapplicable to the local circumstances of the Colony or of its inhabitants. He failed to see why the Act, if in force in England, was inapplicable here, and if this ancient bulwark of liberty was regarded of sufficient weight to remain on the Statute book of England, he should pause long before holding that the conditions of this Colony were such as to prevent its operation in the interest of the individual here. The action would be dismissed with costs.

On the question of costs, His Lordship indicated that he would hear argument on the question in chambers, and on Mr. Potter's application he certified for two Counsel in the case of the first defendant. Mr. G. Anderson, the American Consul-General, was in Court to hear the judgment delivered.

THE COURT CARDS.

Quite a large audience welcomed the Court Cards to Hongkong at the Theatre Royal last night. This versatile Company again presented a delightful programme which from the first item to the last was greatly enjoyed. Fresh from their successful tour in North China and Japan the two ladies and five gentlemen talented artists all of them—who comprise the Company were in splendid form, and gave of their best. Miss Maude Fane was, as usual, charming, merry and bright. Her voice seems to have gained in strength and quality and she is as delightfully clever and piquant as ever. Miss Rosina Palmerston's singing of "Dreamland" was one of the most enjoyable items of the evening. The Joker, Mr. E. G. Warwick, was very droll and his narration of how he "Found the Pole" was heartily appreciated. Mr. Reginald Palmer deservedly met with a great reception and soon proved himself to be an exceptionally talented comedian, possessing a good voice and with a most whimsical manner. In several duets with Miss Fane he also shared the loud applause that followed. Mr. Sydney Mansergh was also received as an old favourite and sang in fine voice, his imitation of Maurice Farina, the French comedian, being particularly good. Mr. George Grynsone's robust bass voice was heard to great advantage in several old songs that had a fine flavour of the Homelands. At the piano, Mr. Edmund Gascon both accompanied effectively and performed as a soloist with great skill. Several past songs, unaccompanied, were also sung very drolly.

Tonight the Court Cards will present another excellent programme.

THREE WOMEN INJURED IN AN EXPLOSION.

About seven o'clock on Sunday morning, says the "Japan Chronicle" of 30th ulto, three women were engaged in testing percussion caps at the fuse factory at Sakurazaki on the mountains behind Okura, Kobe, when a cap held by one of them exploded. This small explosion caused about 500 caps, which were near by to blow up, which they did with a tremendous detonation. The zinc roof of the shed was blown off, and the three women were thrown a considerable distance, while the contents of the shed were scattered. One of the women was seriously injured in the face, and was taken to the prefectural hospital where she lies in a critical condition. The other two were deafened, but not much injured otherwise.

TO-DAY'S BANKRUPTCY COURT.

APPLICATION FOR DISCHARGE OPPOSED.

Before His Honour the Chief Justice (Sir William Ross Davies) in the Bankruptcy Court this morning, the Official Receiver (Mr. H. A. Nesbit) applied for the discharge of Tsang Ng, whose bankruptcy, he said, was due to misfortune.

Mr. R. A. Harding, who represented some of the creditors, opposed the application. His Lordship—On what grounds? Mr. Harding said one of the grounds was that the debtor had had means since he was adjudicated bankrupt to pay further money on behalf of the creditors. About two months ago he was able to spend \$1,000 on the occasion of his son's marriage, and creditors alleged that a contract had been entered into by the bankrupt in his own name with the Holland China Trading Company, to supply stone was still being carried on, and that large profits were being made on it. The creditors also said that there was a wharf amongst the assets, for which twelve, instead of two launches, were now paying rent.

His Lordship—Were none of these facts brought out at the public examination? Mr. Harding remarked that this state of affairs had occurred more or less recently. Some of the assets were at the time of the public examination not so valuable as they were at the present time.

The further hearing of the case was adjourned, and Mr. Harding is to lay the facts disclosed before the Official Receiver.

In the Grip of Moneylenders.

CHIEF JUSTICE'S ADVICE TO A DEBTOR.

In the Bankruptcy Court this morning the Official Receiver applied for the adjudication of a Chinese clerk named Tsang Shing Chung to His Honour the Chief Justice, and on the debtor being adjudicated bankrupt the public examination was proceeded with.

In reply to the Official Receiver debtor said he was a clerk earning \$40 a month. His debts amounted to \$480, which amount was all due to moneylenders.

How much cash did you receive in respect of this \$480?—About \$150.

And how much have you paid in interest on that \$150?—Something like \$400.

And you still owe \$480?—Yes.

What made you go to moneylenders?—I went after I was married, when my wife gave birth to a child, my mother died, and my father became ill.

Is your father destitute?—Yes.

Do you pay anything for his maintenance?—\$15 a month.

And when he was ill you had to find \$50 to pay his expenses?—Yes, and during the last four years I have been paying instalments into Court.

You have a wife and three children?—Yes.

And you undertake to pay \$5 a month to the Official Receiver for the benefit of your creditors?—Yes.

His Lordship—Are all the creditors moneylenders?

The Official Receiver—Yes.

His Lordship—It would be an excellent thing to keep them waiting as long as possible.

The Official Receiver—In this case they will wait some time. In fact, in this particular case I might make an application for the debtor to be discharged. I would now ask that the examination be closed.

His Lordship (to debtor)—What rate of interest do you think you paid?

The Official Receiver—It is almost impossible to tell. It would take hours to work it out.

His Lordship (to debtor)—Did any of these moneylenders sue you?

Debtor—Two.

His Lordship—If you take my advice you will keep out of the hands of the moneylenders in future. It is simply throwing good money after bad.

The Court Interpreter—He says he has been paying interest at the rate of 12 per cent per annum.

His Lordship closed the public examination, and again advised the debtor to keep out of the hands of the moneylenders for the future.

"SPECIAL ENTRY" TO NAVY.

The regulations have been issued for the competition for sixty naval cadetships by candidates between the ages of 17 and 18 years in June, 1914, without passing through Osborne and Dartmouth. This is known as the "Special Entry" scheme. No nomination is required. Candidates must be of pure European descent, and the sons either of natural-born or naturalised British subjects, and unmarried. Applicants will be interviewed by a committee at the Admiralty, and their credentials, furnished by the headmaster of the school last attended, examined. On a report from the headmaster as to applicants' conduct, abilities, past training, and general promise of suitability the committee will determine whether the candidates shall be admitted to compete.

Candidates admitted to compete will present themselves in June for examination by the Civil Service Commissioners in English, English history and geography, French or German or Latin, mathematics, and elementary engineering. Candidates must also pass a medical examination and be recommended by the Secretary of the Admiralty, Whitehall, not later than April 1, on forms to be obtained from the Admiralty.

TURF TOPICS.

There was a large attendance at the Race Course this morning of those interested in the work being done by the numerous ponies in training for the Races next month. Sir Henry and Lady May were interested spectators, and there were also present a number of ladies.

The course was good going—dry and fast, with a strong wind down the home straight which considerably assisted the ponies in their efforts over the last quarter— "flying course" was called it.

There were no hurdles out from the rail. Mr. Frieland has bought a griffin in Shanghai (we understand it is on its way down now) which, if its trial time counts for anything, should be a dangerous competitor for the "classics." Three different times for the mile and a half were quoted, 3.14, 3.18, and 3.21, but all agreed that the last quarter was done in 20.

We hear Mr. Bob Stewart will not be able to come down from Tientsin to ride for Mr. Kadoorie; and that Mr. Moller of Shanghai has been asked and has accepted the responsibility of steering the "Chiefs" on Jan. 17th and 18th of next month.

THE FOLLOWING WERE CLOAKED—

President (boy), 11, 30, 1.13, 1.49, 2.20.2, 2.56.2; last 1, 30.

Twenty (boy), 11, 40, 1.13, 1.54.9, 2.31, 3.01.1; last 1, 30.

Sweet William (boy), 1, 35, —, 1.42, 2.21, 2.51, 3.24.

Seal (Seah), 11, 45, 1.24, 2.08, 2.49.1, 3.22, last 1, 32.4.

Cleric (boy), 1 mile, 39, —, 1.53.2, 2.24.3; last 1, 31.1.

Sir Aschen (Knot), and Mr. Soare's grey Derby, 11, 11, 1.12, 1.19, 2.0, 2.40.3, 3.11.4; last 1, 31.1.

Robin Hood (Woodhouse), 1 mile, —, 1.20, 1.50, 2.33.1; last 1, 34.1.

Royal Rose (boy), 11, 36, 1.13, 1.47, 2.22.4, 2.55; last 1, 32.1.

Tuff (boy), 11, 35, 1.08.4, 1.45, 2.20.2, 2.50.2; last 1, 30.

Flock (boy), 11, 36.3, 1.14, 1.53.2, 2.22.2, 3.01; last 1, 31.3.

Fields Boy and Jardine's grey Derby, 11, last mile, 34.1, 1.11, 1.45, 2.16.4; last 1, 31.4.

Donald Dhu (boy), 1 mile, —, 1.12, 1.45, 2.18.2; last 1, 31.2.

Capelle (boy), 11, last 11, 38.3, 1.17.2, 1.53.3, 2.29.3, 3.01; last 1, 32.4.

Foreed and Mr. D'Oettingen's black sub., 1 mile, 37, 1.12.3.

DEBUT GRIPPINGS.

Mr. Soare's grey (No. 2) (boy), 11, 11, 1.40, 1.15, 1.51, 2.27, 2.59; last 1, 32.

Mr. Soare's big grey (boy), 11, last mile, 39, 1.10, 1.58.2, 2.29; last 1, 30.3.

Sir Paul Chater's chestnut (boy), 11, 38.2, 1.08, 1.46, 2.22.2, 2.52; last 1, 30.1.

Sir Paul Chater's grey (boy), 11, 36, 1.10, 1.47, 2.21.2, 2.53.2; last 1, 32.

Sir Paul Chater's dun (boy), 1 mile, 40, 1.20, 2.0, 2.31.3; last 1, 31.3.

Mr. Seth's white (Seah), 1 mile, 39, 1.15, 1.53, 2.27; last 1, 34.

Jardine's grey (blinkers) and white (boys), 11, 34.3, 1.08.1, 1.45, 2.10, 2.52.3; last 1, 33.3.

Two ponies.

Sir Paul Chater's pie and dark grey (boys), 11, last 1, 36, 1.10, 1.43; last 1, 33.

Sir Paul Chater's dark grey (boy), 11, 35, —, 1.45, 2.23, 2.54.3; last 1, 31.3.

Jardine's lt. chest. and sp. white, 1 mile, 37, 1.13, —, 2.20.

Mr. Brutton's chestnut (Brutton), 1 mile, last 1, 1.52.2.

Mr. Seth's grey (Seah), 1.41.2, 1.20.3, 1.55.2; last 1, 34.4.

SUBSCRIPTION GRIPPINGS.

Mr. Stabb's grey and boy, 11, 2.56.1; last 1, 1.10.1.

Mr. Stabb's chest. (Grosvenor), 11, last mile, 37.2, 1.12.2, —, 2.21.2; last 1, 33.1.

Mr. Seth's Brown Boy (boy), 11, 45, 1.24.3, 1.58.1, 2.41, 3.33.

Mr. Way Fung's (Bank), 11, last 1, 37, 1.12.1.

Jardine's skew, 1 mile, 35, 1.09.1.

Mr. Apar's (Seah) and Mr. Namazee's (boy), 11, 42, 1.19, 1.50.3, 2.33.3, 3.07; last 1, 33.2.

Mr. Humphrey's (boy), 11, 36.2, 1.10, 1.43.1; last 1, 33.1.

Mr. D'Almeida's grey, 1 mile, 2.22.3; last 1, 32.3.

Mr. Forest's (boy), 1 mile, 36, 1.07.

Sir Paul Chater's two grey (boys), 11, 37.3, 1.11.1, 1.45.4, 2.21.4, 2.57; last 1, 35.1.

Jardine's grey (Grosvenor) black (boy), 11, last mile, 33.4, 1.09.1, (gr.) 1.46.3, 2.21.1, last 1, 34.3; (bl.) 1.47 (9), 2.31.2.

Jardine's grey (Grosvenor), 11, last half, and boy (boy), half mile, 37.2, 1.08.2; last 1, 31.

Mr. Frieland's (boy), 11, 2.53, last 1, 38, 1.15, 1.47.3; last 1, 32.3.

SMUGGLING IN JAPAN.

Forty-nine persons belonging to Nagasaki, Saga, and Fukuoka Prefectures have been convicted at the Nagasaki Chiba Saibansho of being concerned in smuggling sugar into Japan from Korea on a large scale. They were ordered to pay fines and Customs duty amounting to the aggregate to about half a million yen. The offence was committed in 1910.

The Nagasaki Press believes that the sugar was brought over to Japan in fishing boats, and landed on the coast near Karatsu.

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(Signed) Rev. CHAS. F. BOX.

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PROFICIENCY BADGES.

An excellent step towards the promotion of all round athletic development amongst the youth of Great Britain and Ireland has been decided upon by the British Olympic Association, says the "Daily Telegraph" of 19th ult. It takes the shape of a series of tests, graduated according to the age of candidates, which must be from 17 upwards, for which standard badges and diplomas are to be awarded. A wise precaution has been taken, in that, so as to avoid the possibility of any candidate overtaxing his strength, he must produce a medical certificate as to his physical fitness before entering the tests in any year.

These proficiency tests, which have been drawn up by the bodies governing the different branches of athletics, will, it is expected, bring to light any latent talent that may exist, and so enable the British Olympic Council to find the best team to represent this country at the Olympic Games at Berlin in 1916. The various sections have been grouped as follows:

Athletics (running). Gymnastics (with apparatus).
Boxing. Shooting. Swimming.
Fencing. Wrestling.
Of the above, the degrees of proficiency required in all but boxing, fencing, and wrestling are set out in a preliminary pamphlet recently issued by the British Olympic Association. The badges governing the branches mentioned, however, have undertaken to differentiate four standards of proficiency. The British Olympic Association will award the diploma and the diploma will be awarded for a series of performances accomplished during one calendar year, and a permanent committee of the council has been appointed to control the awards. The bronze badge with bar and diploma will be awarded to the successful candidates whose seventeenth birthday falls within the year, the silver with bar and diploma to those of 18 years, the silver with two bars and diploma to those of 19 years, and the gold badge with bar and diploma to those of 20 years and upwards. These awards will only be made for individual performances, and not for participation in team events.

AMATEUR STATUS.

It is not necessary for a candidate to obtain a lower grade before attempting to qualify for a higher grade badge and diploma, but candidates can only obtain the badges according to their age, and by performance of the standards laid down for that age. The governing bodies of the branches set out above have undertaken the supervision and checking of the performances in their own departments, and will endeavour to give facilities to the candidates to obtain coaching. The badges and diplomas will only be awarded to British amateurs as defined by each of the governing associations concerned. Candidates must belong to a school or college, or to a club affiliated to a governing association, with the following exceptions:

(a) The governing associations concerned have consented to permit a candidate who is member of a club affiliated to any one governing association concerned to compete for the British Olympic proficiency badges under the conditions laid down.

(b) Members of the Navy and Army who are amateurs, as defined by each of the governing associations concerned, will be permitted to compete for the British Olympic proficiency badges without belonging to a club affiliated to a governing association.

The following are the standards set out for the more important branches:

BRONZE BADGE (17 years).
ATHLETICS (Track Events). Time.
100 metres flat ... 14sec
or 80 metres flat ... 2min 30sec
or 1,500 metres flat ... 4min 50sec
(Field Events). Time or Distance.
110 metres Hurdle ... 21sec
or High Jump ... 4ft 6in
or Long Jump ... 16ft 0in
or Putting the Weight ... 25ft 0in
or Throwing the Hammer ... 50ft 0in

CYCLING (Track). Time.
1,000 metres (1,093 yards) ... 1min 50sec
or 10 kilometres (62 miles) ... 10min 30sec
or 50 kilometres (31 miles) ... 50min 0in
Consideration.
In each grade the sprint track tests will be under the National Cyclists Union unopposed record attempt conditions. The distance track test may be in actual competition confined to riders on singles or in trials paced by singles. The road tests will be unopposed time trials under the usual road time trial competition rules.

SHOOTING.
(1) Service Rifle. - 21 shots, seven shots at each of the following distances: 200, 500, 600 yards. Bistley targets and scoring. 100 marks out of the highest possible score, 105 marks; or
(2) Small Bore Rifle. - 30 shots; 25 or 50 yards. National Rifle Association decimal targets. 210 marks out of the highest possible score, 300 marks.

SWIMMING. Time.
300 yards (free style) ... 4min 45sec
or 100 yards (back stroke) ... 1min 40sec
or 100 yards (breast stroke) ... 1min 35sec
GOLD BADGE (18 years).

ATHLETICS (Track Events). Time.
100 metres flat ... 13.5sec
or 80 metres flat ... 2min 25sec
or 1,500 metres flat ... 4min 45sec
(Field Events). Time or Distance.
110 metres Hurdle ... 20sec
or High Jump ... 5ft 0in
or Long Jump ... 17ft 6in
or Putting the Weight ... 28ft 0in
or Throwing the Hammer ... 55ft 0in

EUROPEAN AGENCY.

WHOLESALE buying agencies undertaken for all British and Continental goods, including Books and Stationery, Books and Leather, Chemicals and Druggists' Sundries, China, Earthenware and Glassware, Cycles, Motor Cars and Accessories, Drapery, Millinery and Fancy Goods, Fancy Goods and Perfumery, Hardware, Machinery and Metals, Jewellery, Plate and Watches, Photographs and Optical Goods, Provisions and Oilmen's Stores, etc., etc.

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MY WORD!
KEATING'S KILLS
FLEAS BEETLES MOTHS

CYCLING (Track).
1,000 metres (1,093 yards) ... 1min 50sec
or 10 kilometres (62 miles) ... 10min 30sec
or 50 kilometres (31 miles) ... 50min 0in
Consideration.

SHOOTING.
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(2) Small Bore Rifle. - 30 shots; 25 or 50 yards. National Rifle Association decimal targets. 210 marks out of the highest possible score, 300 marks.

SWIMMING. Time.
300 yards (free style) ... 4min 45sec
or 100 yards (back stroke) ... 1min 40sec
or 100 yards (breast stroke) ... 1min 35sec
SILVER BADGE, With Two Bars (19 years).

ATHLETICS (Track Events). Time.
100 metres flat ... 13.5sec
or 80 metres flat ... 2min 25sec
or 1,500 metres flat ... 4min 45sec
(Field Events). Time or Distance.
110 metres Hurdle ... 20sec
or High Jump ... 5ft 0in
or Long Jump ... 17ft 6in
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or 100 yards (breast stroke) ... 1min 35sec
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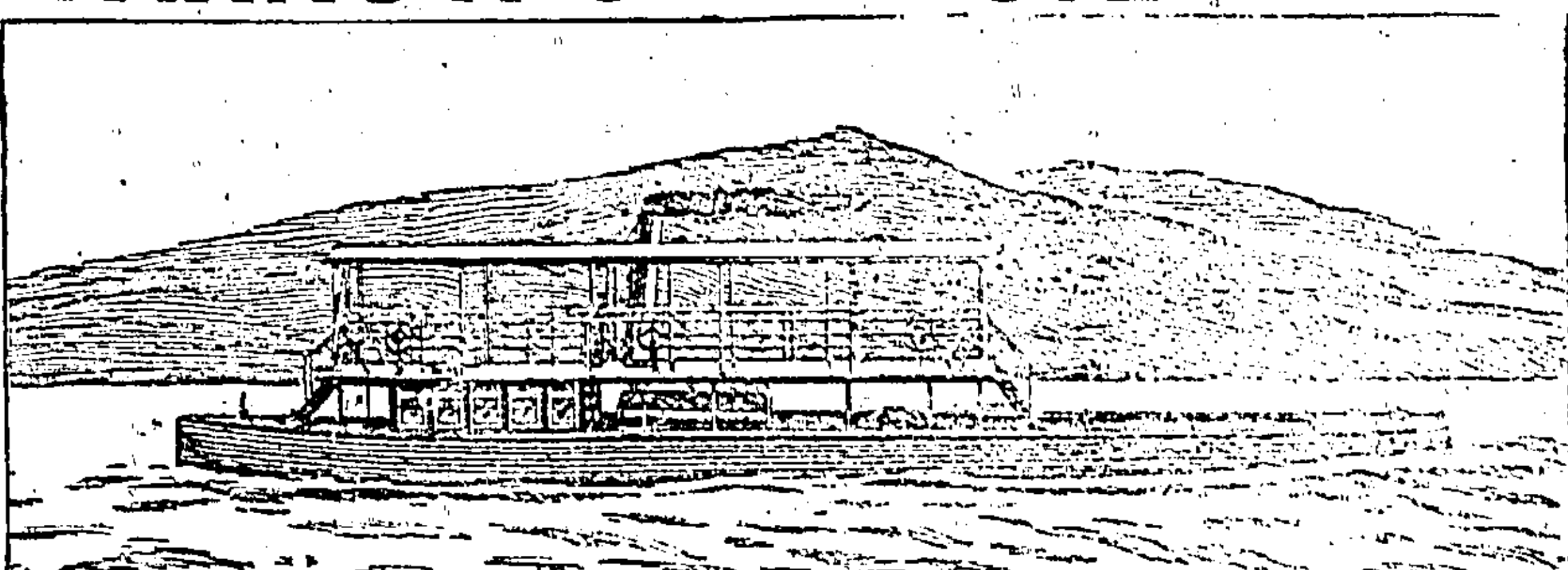
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Another of C. & B.'s Delicacies
C. & B. OXFORD SAUSAGES
UNEXCELLED.
Crosse & Blackwell guarantee these and all their other table delicacies to be produced under ideal conditions of cleanliness.
AGENTS FOR LEA & FERRIS WORCESTERSHIRE SAUCE

YARROW'S SHALLOW-DRAUGHT STEAMERS.



YARROW'S make a specialty of SHALLOW-DRAUGHT RIVER STEAMERS, either propelled by a STERN WHEEL or by SCREWS WORKING IN TUNNELS, fitted with YARROW'S PATENT RIGID ROLLERS, which means a considerable increase in speed in obtained without increase of cost. Vessels can be delivered in a piece, or in floatable sections arranged so that they may be readily united when required.

For particulars apply to: YARROW & Co., Ltd., Shipbuilders, GLASGOW. (Formerly of POPLAR, LONDON.)

D. J. Collis Browne's

Chlorodyne

THE ORIGINAL AND ONLY GENUINE.

DIARRHŒA, and is the only Specific in CHOLERA and DYSENTERY.

Chlorodyne is a liquid taken in drops, graduated according to the malady. It invariably relieves pain of whatever kind; creates a calm refreshing sleep; allays irritation of the nervous system when all other remedies fail; leaves no bad effects; and can be taken when no other medicine can be tolerated.

CONVINCING MEDICAL TESTIMONY WITH EACH BOTTLE.

None Genuine without the words D. J. Collis Browne's Chlorodyne on the Stamp.

Sold by all Chemists. Prices in England: 1/11, 2/9, 4/6.

Sole Dispensers: J. T. DAVENPORT, Ltd., London, S.E.

R.G.A. AS SAILORS.

Coast Defences Under Admiralty Control.

It is understood, says the London "Express" of the 18th ultimo, that arrangements have been made for the Admiralty to take over the fixed defences of all ports on the British coast so far as fortifications are concerned, and that the Royal Garrison Artillery will become a semi-naval force having much the same organisation as the Royal Marines.

This system, which already exists in Germany, has been advocated by various naval and military authorities in this country for the past twenty years, and to a certain extent it has already been adopted at Cromarty, where the Navy has designed the defences and will man them with marines.

The great efficiency of the defence system at Cromarty, as well as the rapidity and cheapness with which it has been erected, has won the praise of several military officers of high standing, and has done not a little to bring about the change now practically decided upon.

Nearly the whole of the garrison artillery, with the exception of the mountain batteries, is employed in coastal stations, where, in the event of war, their principal business would be the repulsion of naval attack. Because of this and of the close co-operation necessary between all arms of the defence, it has been decided to place both the fixed and the mobile defences under the control of the Navy.

It is not yet known whether the change will be made gradually or at one sweep. Under the new arrangements, however, the garrison artillery will receive a certain amount of training effort, and will thus be available for reinforcing the naval personnel in the event of necessity.

N. C. Daily News.

CHINA'S CUSTOMS RETURNS.

Another Record Year.

Peking, Jan. 2.

Mr. F. A. Aglen, Inspector-General of the Maritime Customs, reports that the total Customs revenues for 1913 amount to Tls. 43,960,000, which at an average exchange of 3s. 0 1/2d. is equivalent to £28,798,479.

Compared with 1912, during which the previous highest amount was collected, there is a gain of Tls. 4,000,000. Most ports show an increase. Shanghai, Tientsin, Hankow and Canton each show record receipts and together are responsible for nearly Tls. 26,000,000. The totals of Chinkiang, Wuhu, Kiating and Amoy show a falling off.

The Maritime Customs revenues have been sufficient to meet the payment of all loans secured upon them as well as the entire Boxer Indemnity charge for 1913. N. C. Daily News.

LOSING WEIGHT
BY THE POUND

"Under Weight" a condition of ill-health, shows your assimilative powers are decreasing.

WATERBURY'S
METABOLIZED
COD LIVER OIL
COMPOUND

Supply the blood with the wanted nourishing and healthy flesh building materials. Very palatable.

OF ALL CHEMISTS

PRICES: \$1.25 and \$2.25.

NORTH BRITISH & MERCANTILE INSURANCE CO.

IN WHICH ARE TESTED THE STRENGTH OF THE OCEAN MARINE INSURANCE COMPANY, LTD., and THE RAILWAY PASSENGERS ASSURANCE CO.

TOTAL FUNDS at 31st DECEMBER 1913. £22,561,588.

Authorized Capital £2,000,000.

Subscribed Capital £2,000,000.

Reserve Fund £1,000,000.

Life and Annuity 1,973,299.

Revenue Marine Department 262,392.

Other Receipts 430,193.

£2,233,312.

The Accumulative Funds of the various Branches are separately invested, and, by Act of Parliament, are not made to meet the claims under the respective Departments of the Company's Business.

SHEWAN, TOMES & CO. Agents.

PARIS TOILET

No. 13, QUEEN'S ROAD CENTRAL (Under the Astor House).

THE Leading LADIES' & GENTLEMEN'S HAIRDRESSING SALOONS IN THE EAST.

Manufacturers of SEVES DES ALZES pronounced by those who use it the best hairwash to prevent the falling out of hair.

J. J. SCPIESS, Proprietor.

Hongkong, Oct. 14, 1913.

NOTICE

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BOOKS & PAMPHLETS A SPECIALTY

Prospectuses, Trade Circulars, Programmes, Menus, etc., etc.

Artistically Arranged and Carefully Printed.

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

THE GERMAN CROWN PRINCE

THE DANZIG INCIDENT.

London, Jan. 10.
It is stated in well informed quarters that the German Crown Prince's transfer from Danzig was owing to his unsatisfactory relations with his superior officers, including his adviser, a trusted friend of the Kaiser. The unwillingness of the Crown Prince to leave Danzig is evident in the emotional nature of his parting words to the regiment of Hussars which he commanded. He is reported to have said: "It is devilish hard and it will break my heart that I cannot longer ride at the head of my regiment. Today, I bury my youth."

SOUTH AFRICAN LABOUR TROUBLES.

Train Service Still Regular.

London, Jan. 9.
Up till the present time, says a telegram from Cape Town, only the men employed in the railway workshops in the Transvaal have struck, or are about to strike. The train staffs are working throughout the Union, and the train service is regular. The Government have taken strong measures to preserve order.

Dynamite Found Under the Line.

DEFENCE FORCE CALLED OUT.

A telegram from Johannesburg states that a gangster discovered three sticks of dynamite and a detonator under the line between Wilpoortje and Limpoposdorp just before the arrival of the Zeerust train.

A proclamation has been issued calling on the Citizen Defence Force in the Transvaal.

The burghers in several districts in the Transvaal and Orange have also been called out.

The situation in the Transvaal is described as becoming worse, but the mail trains are still running.

So far, the railway workers of Cape colony have remained loyal.

MR. CHURCHILL RETURNS TO LONDON.

London, Jan. 9.
Mr. Churchill, First Lord of the Admiralty, arrived in London last night. He has been the guest of the Duke of Westminster in France.

MR. ASQUITH TO VISIT PARIS.

London, Jan. 9.
The Daily Chronicle states that Mr. Asquith, the Prime Minister, will pay a visit to Paris next week.

Visit Unconnected With Politics.

Reuter learns that Mr. Asquith is passing through Paris en route to the Riviera to join Mrs. Asquith. The suggestion that the visit is of a political character is without any foundation.

MR. LLOYD GEORGE ON HOLIDAY.

Returns to London.

London, Jan. 9.
Reports from Constantinople state that Mr. Lloyd George has been recalled to England by telegram. He will return to Algiers, and sails for Home to-day. The Chancellor's motor-car tour into the interior was frustrated, as the car became snow-bound, and Mr. Lloyd George had to charter a special train to take him to Constantinople.

Another telegram states that Mr. Lloyd George shortened his tour in Algeria because of heavy snow, and is returning to England. The report in the French papers that he had been telegraphically recalled is officially denied in London.

CURE THAT COUGH.

WHEN you have a troublesome cough it does not mean that you have consumption or that you are going to have it, but it does mean that your lungs are threatened, and it is just as well to be on the safe side and take Chamberlain's Cough Remedy before it is too late. For sale by all Chemists and Storekeepers.

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

THE BRITISH FLEET.

NO DIVISION IN CABINET.

The Government's Policy.

London, Jan. 9.
Sir S. O. Buckmaster, K.C., Solicitor General, speaking at Keighley, said there was no division in the Government on the subject of the Navy. Their policy remained to preserve the safety of ourselves and the Dominions by maintaining unassailable the superiority of the Fleet. At the same time they meant to make it plain that neither for aggrandisement nor aggression would the Government add a single unit to the country's naval strength.

Mr. F. E. Smith, K.C., speaking at Liverpool, promised Mr. Churchill support in the fight to maintain the Navy against that "bungling amateur, Mr. Lloyd George."

OBITUARY.

LONDON, Jan. 9.

The death is announced of Viscount Cross, G.C.B., G.C.S.I., P.C., D.C.L., L.L.D., F.R.S., D.L.J.R.

Viscount Richard Aesheton Cross was Lord Privy Seal, 1895-1900; Bench of Inner Temple, 1876; and Treasurer, 1895; He was M.P. for Preston in the Conservative interests, 1857-62; for the S.W. Division of Lancashire, 1860-83; and for the Newton division of the same county in the period, 1885-90. Formerly an Ecclesiastical Commissioner for England, the late Viscount was also Home Secretary, 1874-80, 1885-86; and Secretary for India, 1886-92. His publications were: "Acts relating to the Settlement and Removal of the Poor; and The General and Quarter Sessions of the Peace."

SUPREME TRIBUNAL OF EMPIRE.

A New Law Lord.

LONDON, Jan. 9.

Speaking at Edinburgh Lord Haldane, the Lord Chancellor, mentioned that Sir Alfred Cripps would be one of the Law Lords. There were now twelve Law Lords, and thus the work of getting the Supreme Tribunal of the Empire into proper working order was now completed.

THE ZABERN AFFAIR.

The Court Martial.

LONDON, Jan. 9.

A telegram from Strassburg states that the Prosecutor contended that as the Civil Authorities at Zabern had failed to maintain order, Colonel Reuter had not arrogated executive authority in defending the honour of the officers. However, Colonel Reuter was not justified in imprisoning those people who had been arrested, hence the Prosecutor's recommendation for a week's imprisonment. He also asked for a penalty to be imposed upon Lieut. Schad, because he had knocked out the tooth of one of the persons who had been arrested.

A JAPANESE HOUSE IN EUROPE.

While many foreigners live in Japanese houses, the building of a Japanese house in Europe is by way of being a rare event. Mr. Henry Boehler, the representative in Tokyo of the Boehler Crucible and Steel Works, intends to create a new departure by building himself a Japanese villa at Baden, which is to be a most elaborate affair. So as to ensure accuracy in its construction, Mr. Jan Letzel, an Austrian architect resident in Tokyo, has had a complete model made, a work in which several Japanese master craftsmen have been engaged. The house to be constructed will have a frontage of 60 feet, a depth of 82 feet, and a height of 60 feet. Leaving the garage and the spiral staircase—not strictly Japanese accessories—behind, the visitor will come, on the first floor, to three purely Japanese rooms, of 40, 42, and 20 mats, all convertible, by removing "shoji," into one big room. Silk "shoji" in various colours and designs, and broadcloth coverings go to make the structure a rich and elaborate one. With all its charms, a Japanese house has some very decided drawbacks, and in Mr. Boehler's house an effort will be made to get over these with various ingenuities in the way of concealed hotwater pipes, etc. The electric lights will be concealed, so as not to give the rooms an incongruous appearance. With its various Japanese ornaments, including lingo marks at the portals, the new Japanese villa at Baden will be calculated to astonish the natives and fill the hearts of visitors with a quite unnecessary envy of the luxuries we enjoy in Japan.—The Japan Chronicle.

HONGKONG HOTEL COMPANY Y.

SHAREHOLDERS' POLL.

A poll of shareholders in the Hongkong Hotel Company was held at the Hotel this morning in connection with a resolution recently brought forward at an extraordinary general meeting.

Among others present were Mr. J. Scott Harton (Chairman of the Board of Directors), Dr. J. W. Nolle, Messrs. F. McCallum and J. W. C. Bonnar (Directors), J. H. Tugwell (acting secretary), E. J. Grist, J. Walker, M. D. Silas, M. Manuk, Ellis, Josephs, E. Gostz, U. Galluzzi, and G. T. Lloyd.

Before the poll, Mr. Harton said he was pleased to be in a position to announce that a compromise had been effected.

Subsequently he said:—Gentlemen, I have to announce that the result of the poll is that there are 1,004 votes in favour of the resolution, and no votes against it. A confirmatory meeting in respect of this resolution will be held, of which notice will be duly given.

The resolution was in the following terms:—
That the following new Articles be inserted in the company's Articles of Association after Article 10 thereof:—
10A. The company shall pay dividend in respect of any existing or new shares of the company in proportion to the amount paid up on each share where a larger amount is paid up on some shares than on others.

SUMMARY OF HOME NEWS.

(From the London "Daily Telegraph" of December 20th, received via Siberia.)

THE COURT.
During the coming year their Majesties will hold a series of Courts the first of which will be diplomatic and official, and will be held on Friday, Feb. 13.

PARLIAMENT.
During yesterday afternoon his Majesty received the Prime Minister in audience for the second time this week. Mr. Asquith remained with the King for an hour and a quarter.

THE BRITISH EMPIRE.
Telegrams from Delhi state, with reference to the proposed extension of the condition of the Viceroy, that Lord Hardinge now enjoys perfect health. His Excellency, who has recently attended several meetings of the Viceroy's Council, has been making a tour of the building of the new City of Delhi.

Jafer Jousab, manager of the Credit Bank of India, who was arrested on a charge of improperly disposing of the bank's funds, appeared before a magistrate at Bombay. The Public Prosecutor stated that accused had advanced to his friends large sums of money on promissory notes without any security. He was remanded in custody.

Sir Lionel Phillips continues to make satisfactory progress. The official organ of the South African Labour party, "The Worker," congratulated Sir Lionel on his fortunate escape from death, and records his horror at the murderous assault committed on him.

PANAMA EXHIBITION.
In a letter addressed to the secretary of the British committee formed in connection with the Panama-Pacific Exposition, Mr. Asquith states that the Cabinet carefully reconsidered the question of official representation of this country, and are not able to modify the decision announced in Parliament last Session.

AT HOME.
Prince Arthur of Connaught, who was accompanied by Princess Arthur, opened the new Midland Exhibition, Westminster, and unveiled a bust of the late King Edward, which occupies a commanding position in the entrance hall. In the course of his speech, his Royal Highness pointed out that the new building, which is primarily intended to house the quarter sessions, stands on the site of the old Westminster Sanctuary, where in days gone by, legal processes could not be executed.

Colonel Seely made a slight in an aeroplane at Farnborough with Mr. Wingfield Smith. During the voyage, which lasted about a quarter of an hour, the Secretary for War took control of the machine.

Some 200 temporary clerks employed at the Glasgow Post Office struck last night because their demand for an increase in wages from 6d to 8d per hour was refused. It was stated that work is proceeding smoothly, and if necessary the places of the casuals can easily be filled.

LAW AND POLICE.
In the Criminal Court of Appeal the hearing was commenced of the appeal of the four men sentenced to the Old Bailey for the theft of Mr. Max Meyer's £125,000 pearl necklace. Counsel for the prisoners contended that the indictment was bad in law. Mr. Muir, for the Crown, had not concluded his argument when the proceedings were adjourned.

Mrs. Mary A. Vreker, a daughter of Sir Charles Greville, was granted a divorce against her husband, Major J. M. Vreker, on the ground of cruelty and misconduct. Charged on remand under the White Slave Act, Violet Osborne Gray was again brought up at Marylebone Police Court.

After argument the charge was dismissed, but on the charge of keeping a disorderly house prisoners were sentenced to three months' hard labour, less the nine days she had already served.

THE CITY.
An exciting finish was seen in the Park Steeplechase on the opening day at Park Park, the favourite, Irish Mail, winning by a head from Rory O'Moore. Other events went to Ballinac, E.R., Guadeloupe, Blowpipe, and Sting Again.

SEQUEL TO THE CHUNG SAU NAM CASE.

Sir Francis Pigott, who was instructed by Mr. W. B. Hlad (from the office of Mr. G. K. Hall Branton) applied to his Honour the Chief Justice in the Supreme Court this morning for a writ of habeas corpus on behalf of Chung Sau Nam. The case, he said, had occupied a considerable time before the magistrate, Mr. Wood, as it began on the 8th December. Yesterday the magistrate committed the prisoner for surrender, giving a long judgment with which Counsel thought it was not necessary to trouble his Lordship.

His Lordship—You are asking for a rule? Sir Francis Pigott—A rule nisi, and I shall indicate briefly the grounds on which I propose to ask. The first, counsel contended, and the general and most important is that the existence of martial law renders extradition impossible. Secondly, there are the following legal reasons:—(1) That the offence was a political offence, and if any offence was committed it was against the Central Government, who are not prosecuting or authorising the prosecution; (2) That there is no property in the Kwangtung Government as alleged, and that the fugitive has not served with the Kwangtung Government as alleged; (3) That there is no proof of Chinese law being applicable to the offence, nor any specific charge made under Chinese law; (4) That the facts do not amount either to larceny or embezzlement at English law; (5) That the fugitive set up a bona fide claim of right, and therefore there is no larceny nor embezzlement at law; (6) That there is no case at all either on the facts or in law; (7) That the magistrate had no jurisdiction to commit.

His Lordship—You may take a rule. Sir Francis Pigott—With regard to the hearing, perhaps your Lordship will decide that at the civil action on Monday?

His Lordship—The better plan will be for you to apply to the Full Court on Monday for a date of hearing.

Sir Francis Pigott—The prisoner has been in goal for nearly two months, therefore it is important that it should come on as early as possible. I will move on Monday morning for a date to be fixed.

APPPOINTMENTS.
The "Government Gazette" announces that H.E. the Governor has been pleased to make the following appointments, with effect from the 1st instant:—

Mr. A. E. Wood to act as chief assistant to secretary for Chinese affairs and as deputy registrar of marriages.
Mr. R. E. Lindell to act as second assistant to secretary for Chinese affairs and as deputy registrar of marriages.
Mr. N. Lockhart Smith to act as third assistant to secretary for Chinese affairs.
Mr. J. W. Franks to be assistant superintendent, prison department, with effect from 27th December, 1913.

His Excellency has also appointed Lieutenant George Newdigate Allison, Seaforth Highlanders, to be his Aide-de-Camp.

NEWS FROM HOME.
(From Our Own Correspondent.)

LONDON, Dec. 12.
ARMAMENT ACTIVITY.
There is plenty of talk about peace, but the news of armament activity from various quarters of the globe does not indicate any wide adoption of Winston Churchill's "holiday" proposal.

Three Japanese experts are expected in Europe in the coming year to report upon the best measures to be taken for purchasing plant for equipping the naval and military arsenals in Japan, it being considered desirable to spend some three millions sterling on bringing the present establishments up to date.

An exchange of views is taking place between the Brazilian, Argentine, and Chilean governments which may result in restricting South American expenditure on naval provision for a period, so as to allow of the development of railways, public works and other internal improvements.

Firms supplying armament for air, craft and protective apparatus for warships are restive over the methods of the authorities in regard to the preservation of secrets of construction. It is urged that where these are revealed and made use of by the official system, compensation should be given to the contractors to whose detriment this is done; and the competition between nations in regard to such highly developed machinery of war is so growingly keen that inventors may prove chary of submitting their work to Admiralty of War Office tests unless some better guarantee for full secrecy from their rivals is provided. The Official Secrets Act protects the authorities themselves against looking on this head, but it does not in the same degree protect private firms, and these latter are being moved to quiet protest accordingly.

At the moment the War Office gunnery experts are devoting considerable attention to the development and improvement of the quickfiring gun, which has been designed as an anti-airship destroyer. Although strict secrecy is being observed as to the special characteristics of the weapon, it is known that an accuracy of aim has been secured at extraordinary altitudes which renders the weapon almost inevitably fatal to an airship within its zone of fire. The speed of the aerial vessel does not seriously affect its accuracy. Kites have been used for experimental purposes. They were mostly fashioned so as to present a minimum objective to the marksmen. They were

SANITARY BOARD.

The usual fortnightly meeting of the Sanitary Board will be held on Tuesday next at 3.45 p.m. when, among other business, the following questions will be asked:—

Dr. G. H. J. Fitzwilliams, pursuant to notice will ask:—
i. Has an estimate ever been asked for or submitted for an efficient disinfection system for Victoria?
ii. Has sea water ever been employed for flushing the drains or for watering the streets in Victoria?
iii. Could the water which is now used for street watering be turned to account as drinking water?

Mr. F. B. L. Bowley, pursuant to notice, will ask:—
(a) How much of the \$250,000 provided for the Taitmuk Reservoir in the estimates for last year was expended last year?
(b) Is it a fact that the excavation for the foundation of the main dam has not yet been commenced?
(c) What date is stipulated for the completion of the contract? Is it anticipated that the works will be completed by that date? How many years are likely to elapse before the new Reservoir can be filled?

(d) Is there any prospect that the \$540,000 provided in this year's estimates for this work will be expended?
(e) Is it not possible to expedite the work?

(f) How much of the \$50,000 provided in last year's estimates for the additional service reservoir and filter beds at West Point was expended last year?

(g) When is it anticipated that the construction of these works will be commenced?

(h) Is there any prospect that the sum of \$150,000 provided in this year's estimates for these works will be expended?

brought to the earth with remarkable ease and certainty. A special light which sweeps the skies for a great distance forms part of the equipment of the new destroyer.

The Armstrong-Vickers group, which recently entered into a contract with the Turkish government for the development of the dock and arsenal at Constantinople, has just concluded the negotiation, I hear, on favourable terms, of a loan to the Porte of a million sterling.

The object of the loan is not disclosed, but it is known that Turkey needs money to reorganise the army, a task in which she is being assisted by German officers. She has other ambitions, besides. Italy, it was reported, had bought the warship Rio de Janeiro, which Messrs. Armstrong built for Brazil, and though the rumour is premature it is true that Italy is anxious to get the ship, but she has to bid against both Turkey and Greece. It would not be surprising if the financial assistance that the British group are giving to Turkey turns the scale to the Ottoman side in the purchase.

THE DANGEROUS MATE.
Once more there is an outcry against ladies carrying hats that stick out several inches from their heads, to the perpetual danger of their neighbours in crowded places. Ladies don't, as a rule, take any hints thereon kindly, and I have seen several bus conductors told to mind their own business when they drew the attention of fair passengers to the risk they were exposing other people to. So now the London tramways display notices warning the women passengers that they must shorten or protect their hat pins.

"When she will, she will, you may depend on it, etc." But I am informed by members of the sex that there is now no excuse for persisting in dangerous headgear, for the modern hats either fit close, like a helmet, and need no pins, or require only those that are a few inches long.

THE INDIAN TROUBLE.
How did the India trouble come to Natal? A Scotch merchant in the City who has spent many years in that colony declares that the origin of it dates back for thirty years. Then what were locally known as "Arab merchants" came to Durban from India. They bought goods from the European houses there and sold them at a profit in the city and up country. The merchants favoured them, and helped to build them a school. In time they sent indentured for goods home and had their goods out direct, so entering into competition with the merchants who had befriended them, and from that time the relations changed. Many of the Indian merchants are very wealthy, and their sons are highly educated and capable of holding their own in the most cultured European circles. These facts, however, do not satisfy the average European in Africa.

In India, I hear, the situation is causing considerable anxiety and even if Lord Kitchener goes out it is a problem that will exercise all his skill. In some of the most exclusive native colleges, I am told, the students are all undertaking whatever outside work they can get and are contributing the financial proceeds to the fund for the aid of their compatriots in Africa.

MISHAP TO THE HONG BEZ.
The steamship Hong Bez, which left Singapore for Hongkong on Saturday last, returned to port yesterday morning, says the "Singapore Free Press" of the 3rd inst., with her machinery out of order. She had to put back when 400 miles from Singapore. A strong N.E. gale was blowing at the time, and there was high sea.

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Proposed Sailings from Hongkong

Steamer from Hongkong.	On or about	Connecting at Durban with	On or about
JAPAN	Jan. 10.	"UMHLOTI"	31st Jan.
YAMASING	Jan. 13.	"UMHLOTI"	31st Jan.
YAMASING	Jan. 20.	"UMFULI"	28th Feb.

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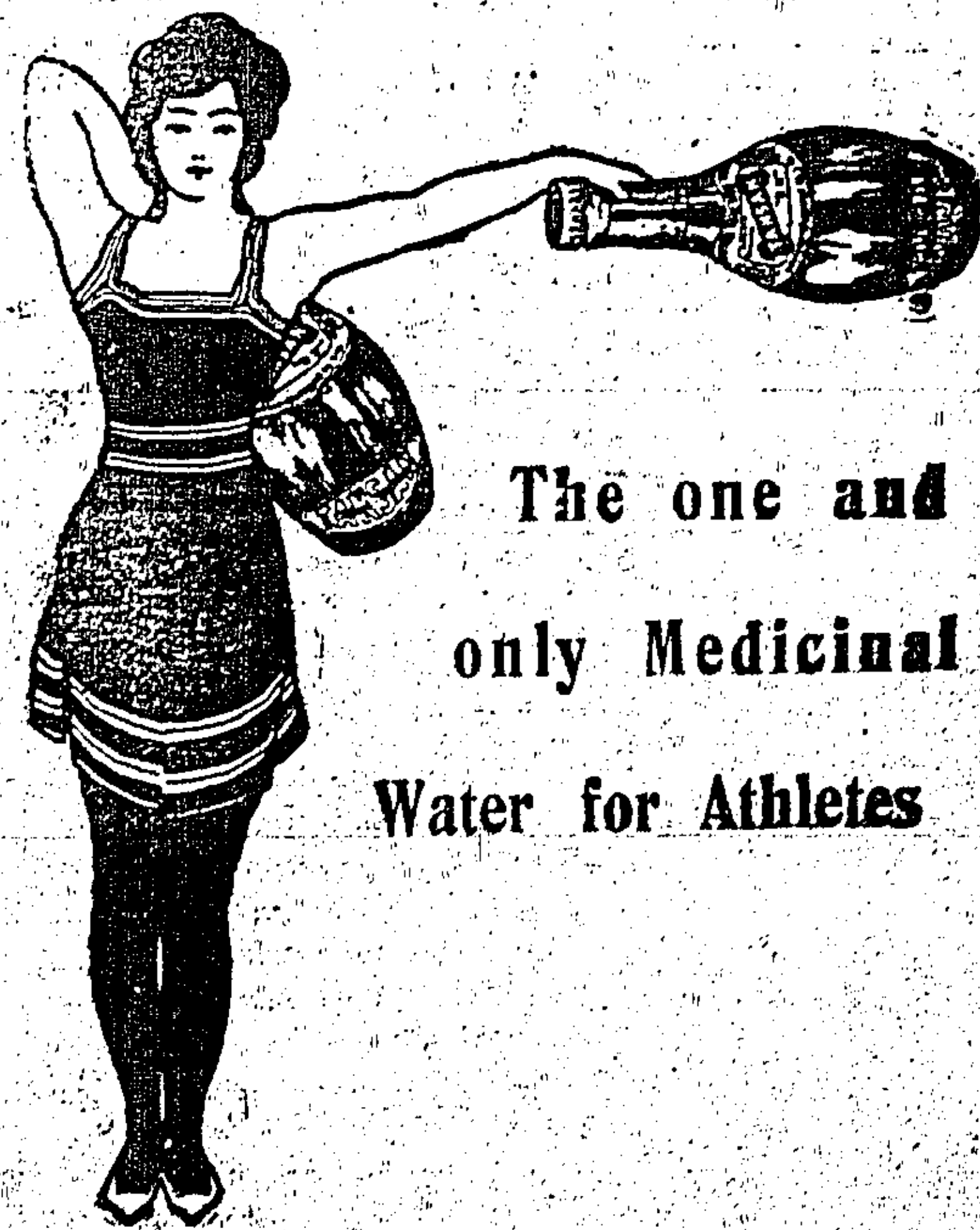
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S.S. HOKUTO MARU, For Moji & Kobe 10th January
S.S. BANRI MARU, For S'pore, Batavia, C'bon, Samarang & Sourabaya. 24th Jan.
S.S. KIKUNO MARU, For Moji & Kobe 12th February
S.S. HOKUTO MARU, For S'pore, Batavia, C'bon, Samarang & Sourabaya. 28th Feb.
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Will dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

DESTINATION	STEAMER	TO SAIL	REMARKS
SHANGHAI, MANILA, KOBE, YOKOHAMA	NYANZA	5 a.m. 11th Jan.	Freight and Passengers
SHANGHAI	DEVANEA	About 10th Jan.	Freight and Passengers
LONDON, via Suez, Port Said, Alexandria, SUEZ	EGYPT	17th Jan.	See Special of Call
LONDON & ANTWERP	BORNEO	About 21st Jan.	Freight and Passengers

All the above steamers are fitted with Wireless Telegraphy.
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SUBJECT TO ALTERATION.

FOR VANCOUVER	FOR LIVERPOOL
From Hongkong.	From St. John N.B.
MONTEAGLE, Thurs., Jan. 15.	Sat., Feb. 14.
EMPEROR OF INDIA, Thurs., Feb. 5.	Wed., March 4.
EMPEROR OF ASIA, Thurs., Feb. 19.	Sat., March 14.

Steamships leave HONGKONG at 12.00 Noon.

The 'EMPEROR OF RUSSIA' and 'EMPEROR OF ASIA' are new quadruple screw turbine steamers of 16,500 tons gross—50,000 tons displacement—the finest, fastest and most luxurious on the Pacific.
All steamers of the Company's Pacific fleet and passenger steamers of the Atlantic Fleet are equipped with the latest wireless apparatus.
Each 'Trans-Pacific' steamer is connected at Vancouver with a Mail Express Train and at St. John N.B. with Atlantic Mail Steamers as shown above. The 'Emperors of Britain' and 'Emperors of India' are magnificent vessels of 16,500 tons, speed 10 knots, and are regarded as second to none on the Atlantic.

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EMPEROR OF ASIA	do do 285.
EMPEROR OF INDIA	do do 285.
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MONTEAGLE—Intermediate service—First class railway, second cabin Atlantic, via Canadian Atlantic Port—\$243.
Boston or New York—\$45.
Meals and sleeping car across Canada not included in any of above rates. If required such will cost \$8 additional.

Passengers purchasing Trans-Pacific Round Trip passage tickets have the option of returning from San Francisco by the steamers of the Pacific Mail S.S. Co. or Tokyo Kisen Kaisha.
Local and through passengers may, if desired, travel by rail between ports of call in Japan.

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Full particulars are on application to Agents.
Through Passengers are allowed 'Stop Over' privileges at the various points of interest on route.

For further information, maps, Guide Books, Rates of Passage and Freight, apply to
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PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	SAILING DATES
MARSEILLES, LONDON	HITACHI MARU, Capt. Yamawaki, Tons 12,500	THURSDAY, 18th Jan., at Noon
ANTWERP, via SUEZ, PORT SAID, COLOMBO, SUEZ AND PORT SAID	MIYAZUKI MARU, Capt. Kojima, Tons 12,500	WEDNESDAY, 28th Jan., at Daylight
VICTORIA, B.C. & SEATTLE, via SHANGHAI, MANILA, CEBU, YOKOHAMA	AWA MARU, Capt. Shimizu, Tons 11,500	TUESDAY, 13th Jan., at Noon
MOBI, KOBE, YOKOHAMA	SHIZUKA MARU, Capt. Kikawa, Tons 12,500	TUESDAY, 27th Jan., at Noon
MOBI & YOKOHAMA	IYO MARU, Capt. Hirasawa, Tons 12,500	THURSDAY, 16th Jan., at 11 a.m.
MAZARIN, KOBE AND YOKOHAMA	NIKO MARU, Capt. M. Jikeda, Tons 9,600	WEDNESDAY, 14th Jan., at Noon
SHANGHAI, MOBI, AND YOKOHAMA	BOMBAY MARU, Capt. Tazawa, Tons 5,000	TUESDAY, 27th Jan., at Noon
SHANGHAI, KOBE AND YOKOHAMA	SANUKI MARU, Capt. Deguchi, Tons 12,500	FRIDAY, 18th Jan., at Noon
BYD, LY AND BELMONT, via SHANGHAI, MANILA, CEBU, YOKOHAMA	TAKO MARU, Capt. Saito, Tons 13,500	WEDNESDAY, 14th Jan., at Noon
DOY, ST. LAURENCE, via SHANGHAI, MANILA, CEBU, YOKOHAMA	NIKO MARU, Capt. M. Jikeda, Tons 9,600	WEDNESDAY, 14th Jan., at Noon
BOMBAY, via SINGAPORE, PENANG, AND COLOMBO	PENANG MARU, Capt. Muzumoto, Tons 8,000	WEDNESDAY, 21st Jan., at Noon
CALCUTTA, via SINGAPORE, PENANG, AND COLOMBO	TOSA MARU, Capt. —, Tons 12,500	MONDAY, 12th Jan., at Noon

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MIYAZUKI MARU 12,500 tons sails Wednesday 28th January.	SHIZUKA MARU 12,500 tons sails Tuesday 27th January.
AWA MARU 11,500 " " " 11th February.	TAKO MARU 13,500 " " " 14th February.
IYO MARU 12,500 " " " 11th March.	NIKO MARU 9,600 " " " 14th March.
NIKO MARU 9,600 " " " 25th March.	SHIZUKA MARU 12,500 " " " 24th March.
KAMO MARU 12,500 " " " 8th April.	AWA MARU 11,500 " " " 7th April.
KASHIMA MARU 20,000 " " " 22nd April.	

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MAGELLAN, 16th January.

NERA, 9th February.

PAUL LECAT, 16th January.

DUMBE, 27th January.

CORDILLERE, 10th February.

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MAIL SCHEDULE

(SUBJECT TO MODIFICATION.)

ARRIVE HONGKONG FROM AUSTRALIA

LEAVE HONGKONG FOR AUSTRALIA

ALDENHAM, Jan. 14th, Jan. 30th at 10 a.m.

EMPIRE, Jan. 31st, Feb. 27th at 10 a.m.

ST. ALBANS, Feb. 21st, Mar. 19th at 10 a.m.

EASTERN, Mar. 14th, Apr. 9th at 10 a.m.

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FOR SHANGHAI & TSINGTAU.

STEAMERS

TO SAIL.

SHANGHAI, TSINGTAU, YINGCHOW, To-night Midnight.

SHANGHAI, TSINGTAU, YINGCHOW, Jan. 13, at Noon.

SHANGHAI, TSINGTAU, YINGCHOW, Jan. 14, at 10 a.m.

SHANGHAI, TSINGTAU, YINGCHOW, Jan. 14, at 4 p.m.

SHANGHAI, TSINGTAU, YINGCHOW, Jan. 15, at 4 p.m.

SHANGHAI, TSINGTAU, YINGCHOW, Jan. 17, Midnight.

SHANGHAI, TSINGTAU, YINGCHOW, Jan. 23, at 4 p.m.

SHANGHAI, TSINGTAU, YINGCHOW, Jan. 23, at 4 p.m.

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N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

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FOR SHANGHAI via SWATOW.

STEAMERS

TO SAIL.

SHANGHAI, SWATOW, HONGKONG, SUNDAY, Jan. 11, Daylight.

CHINWANTAO, HONGKONG, MONDAY, Jan. 12, at Noon.

ROBE & MOU, HONGKONG, TUESDAY, Jan. 13, Daylight.

SHANGHAI, SWATOW, THURSDAY, Jan. 15, Daylight.

YOKOHAMA ROBE & MOU, THURSDAY, Jan. 16, at Noon.

SANDAKAN, HONGKONG, FRIDAY, Jan. 16, at Noon.

SINGAPORE, PENANG & HONGKONG, FRIDAY, Jan. 16, at Noon.

CALCUTTA, HONGKONG, SATURDAY, Jan. 17, at 2 p.m.

SHANGHAI, SWATOW, SUNDAY, Jan. 18, Daylight.

SINGAPORE, PENANG & HONGKONG, TUESDAY, Jan. 20, at Noon.

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For

STEAMERS

Date of Departure.

LONDON & ANTWERP 'DEN OF AIRIE' About 28th Feb.

TRANS-PACIFIC 'SHIRE' AND 'GLEN' JOINT SERVICE.

VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND 'GLENBOY' About 10th January.

VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND 'CARDIGANSHIRE' About 6th February.

VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND 'RADNORSHIRE' About 8th March.

For freight and further particulars, apply to

JARDINE, MATHESON & Co., Ltd., AGENTS.

Telephone No. 215 Sub Ex. No. 9.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, HONGKONG, SHANGHAI

AND JAPAN PORTS.

EASTWARD.

S.S. TORILLA, 5,505 tons, Capt. Swanson, will be despatched for SHANGHAI, K. K. and H. J. on 28th January.

S.S. DILWARA, 5,578 tons, Capt. Ramang, will be despatched for YOKOHAMA, K. K. and MOJI on 1st February.

SHIPPING

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY

HOMEWARD PASSENGER SEASON. 1914.
PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer	From	Leave	Leave	Connecting Steamer	Due at	Due at
Yokohama	Colombo	Shanghai	Hongkong	Colombo	Mar. 13	London
Jan. 8	Jan. 13	Jan. 17	Jan. 20	Jan. 23	Jan. 27	Jan. 30
Jan. 22	Jan. 27	Jan. 31	Feb. 3	Feb. 6	Feb. 10	Feb. 13
Feb. 5	Feb. 10	Feb. 14	Feb. 17	Feb. 20	Feb. 24	Feb. 27
Feb. 19	Feb. 24	Feb. 28	Mar. 1	Mar. 4	Mar. 8	Mar. 11
Mar. 5	Mar. 10	Mar. 14	Mar. 17	Mar. 20	Mar. 24	Mar. 27
Mar. 19	Mar. 24	Mar. 28	Mar. 31	Apr. 3	Apr. 7	Apr. 10
Apr. 2	Apr. 7	Apr. 11	Apr. 14	Apr. 17	Apr. 21	Apr. 24
Apr. 18	Apr. 23	Apr. 27	Apr. 30	May 3	May 7	May 10
Apr. 30	May 5	May 9	May 12	May 15	May 19	May 22

THE ATTENTION OF Passengers is drawn to the Accelerated Arrival of the Mail Steamers at Marseilles, Plymouth & London. These vessels will now arrive in Marseilles on Friday & London on the following Friday. Arrangements are also being made whereby passengers by the P. & O. Special Train from Marseilles can now arrive in London at 3.25 p.m. on Saturdays.

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamers from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON AND MARSEILLES

The Fares to London and Marseilles are as follows:—

1st SALOON	2nd SALOON	Accommodation	SINGLE	RETURN
£97.	£59.	£25.	£25.	£25.
£98.	£60.	£26.	£26.	£26.
£99.	£61.	£27.	£27.	£27.
£100.	£62.	£28.	£28.	£28.

IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (Non-Transit) STEAMERS
WILL LEAVE FOR

LONDON

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

Steamers	Leave	Leave	Leave	Leave	Due at	Due at
Yokohama	Shanghai	Hongkong	Colombo	Port Said	Marseilles	London
Jan. 8	Jan. 13	Jan. 17	Jan. 20	Jan. 23	Jan. 27	Jan. 30
Jan. 22	Jan. 27	Jan. 31	Feb. 3	Feb. 6	Feb. 10	Feb. 13
Feb. 5	Feb. 10	Feb. 14	Feb. 17	Feb. 20	Feb. 24	Feb. 27
Feb. 19	Feb. 24	Feb. 28	Mar. 1	Mar. 4	Mar. 8	Mar. 11
Mar. 5	Mar. 10	Mar. 14	Mar. 17	Mar. 20	Mar. 24	Mar. 27
Mar. 19	Mar. 24	Mar. 28	Mar. 31	Apr. 3	Apr. 7	Apr. 10
Apr. 2	Apr. 7	Apr. 11	Apr. 14	Apr. 17	Apr. 21	Apr. 24
Apr. 18	Apr. 23	Apr. 27	Apr. 30	May 3	May 7	May 10
Apr. 30	May 5	May 9	May 12	May 15	May 19	May 22

These Steamers call also at PORT SWETENHAM, PENANG, and COLOMBO.

FARES TO LONDON

1st SALOON £50 SINGLE £25 RETURN.

2nd SALOON £25 SINGLE £12 10s RETURN.

FARES TO MARSEILLES:

1st SALOON £46 SINGLE £23 RETURN.

2nd SALOON £23 SINGLE £11 10s RETURN.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy. THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.

For further particulars apply to

E. A. HEWITT,

Superintendent.

NORDDEUTSCHER LLOYD, BREMEN

IMPERIAL GERMAN MAIL LINES.

Steamers	Leave	Leave	Leave	Leave	Due at	Due at
Yokohama	Shanghai	Hongkong	Colombo	Port Said	Marseilles	London
Jan. 8	Jan. 13	Jan. 17	Jan. 20	Jan. 23	Jan. 27	Jan. 30
Jan. 22	Jan. 27	Jan. 31	Feb. 3	Feb. 6	Feb. 10	Feb. 13
Feb. 5	Feb. 10	Feb. 14	Feb. 17	Feb. 20	Feb. 24	Feb. 27
Feb. 19	Feb. 24	Feb. 28	Mar. 1	Mar. 4	Mar. 8	Mar. 11
Mar. 5	Mar. 10	Mar. 14	Mar. 17	Mar. 20	Mar. 24	Mar. 27
Mar. 19	Mar. 24	Mar. 28	Mar. 31	Apr. 3	Apr. 7	Apr. 10
Apr. 2	Apr. 7	Apr. 11	Apr. 14	Apr. 17	Apr. 21	Apr. 24
Apr. 18	Apr. 23	Apr. 27	Apr. 30	May 3	May 7	May 10
Apr. 30	May 5	May 9	May 12	May 15	May 19	May 22

All the steamers of the European Line are fitted with Wireless Telegraphy. New System of Teletype.

FREIGHT LINE.

NEXT SAILINGS FROM HONGKONG.

OUTWARD.

Steamship	Leave	Leave	Leave	Leave	Due at	Due at
Yokohama	Shanghai	Hongkong	Colombo	Port Said	Marseilles	London
Jan. 8	Jan. 13	Jan. 17	Jan. 20	Jan. 23	Jan. 27	Jan. 30
Jan. 22	Jan. 27	Jan. 31	Feb. 3	Feb. 6	Feb. 10	Feb. 13
Feb. 5	Feb. 10	Feb. 14	Feb. 17	Feb. 20	Feb. 24	Feb. 27
Feb. 19	Feb. 24	Feb. 28	Mar. 1	Mar. 4	Mar. 8	Mar. 11
Mar. 5	Mar. 10	Mar. 14	Mar. 17	Mar. 20	Mar. 24	Mar. 27
Mar. 19	Mar. 24	Mar. 28	Mar. 31	Apr. 3	Apr. 7	Apr. 10
Apr. 2	Apr. 7	Apr. 11	Apr. 14	Apr. 17	Apr. 21	Apr. 24
Apr. 18	Apr. 23	Apr. 27	Apr. 30	May 3	May 7	May 10
Apr. 30	May 5	May 9	May 12	May 15	May 19	May 22

For further Particulars apply to

NORDDEUTSCHER LLOYD.

MELOHRS & CO.

GENERAL AGENTS.

SHIPPING

AUSTRIA LLOYD.



Under Mail Contract with the Austrian Government
MONTHLY FAST SERVICE TO TRIESTE (VENICE).
Via Straits, Colombo, Aden, Suez, Port Said.
S.S. KOEHLER, 9,900 tons, will leave as above on 15th January, at 4 p.m.
Superior accommodation for 1st and 2nd class passengers, no surtax, no tips, no inside cabins. Doctor
Stewardesses, Laundry, Wireless Telegraphy.

FARES: Hongkong-Trieste (Venice), 1st Class £50, 2nd £35, 3rd £19.

MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE).
Via Straits, Colombo, Bombay, Karachi, Aden, Suez, Port Said.
S.S. CHINA, 11,880 tons, will leave as above about 2nd February.
These Steamers, of large tonnage, are fitted with comfortable one class accommodation for Saloon
passengers. No Surplus, Doctor, Stewardesses, Wireless Telegraphy.

FARES: Hongkong-Trieste (Venice) £45.

RAILWAY FARES Triest-London.
By Simplon Express
Via Venice, Milan, St. Gallen, Lucerne, Paris, Calais, or Boulogne, Class I £31, II £24.
Via Venice, Milan, St. Gallen, Lucerne, Paris, Calais, or Boulogne, Class I £31, II £24.
Via Vienna, Cologne, Brussels, Calais, Dover, Class I £31, II £24.
Via Munich, Cologne, Frankfurt, Calais, Dover, Class I £31, II £24.

TO SHANGHAI:

S.S. BOHEMIA, 7,900 tons, will leave as above on 1st February, at 6 a.m.
FARES: Hongkong-Shanghai, 1st Cl. £25, 2nd £15, 3rd £8.

TO KOBE, VIA SHANGHAI, YOKOHAMA.

S.S. VOIWAERTS, 11,900 tons, will leave as above about 31st January.
Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea, and Danube, also North and
South America.

SANDER, WIEKER & CO., Agents, Prince's Building.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

TRANS-PACIFIC LINE.
THE CHICAGO MILWAUKEE & ST. PAUL
RAILWAY CO.

Connecting at TACOMA & SEATTLE with
THE CHICAGO, MILWAUKEE & ST. PAUL
RAILWAY.

The only direct train service, without transshipment, also shortest and fastest route
from the Pacific Coast to CHICAGO.
Taking cargo on through Bills of Lading to all Overland Common Points in the
U.S.A. and Canada, also to the Principal Ports in Mexico, Central and South America.

FOR VICTORIA, B.C. AND TACOMA via JAPAN PORTS.

Steamers Captains Leave

Steamers	Captains	Leave
CHICAGO MARU	J. Goto	Thursday, 22nd Jan. at 1 p.m.
TACOMA MARU	T. Hamada	Friday, 23rd Jan. at 1 p.m.
PANAMA MARU	K. Kaneko	Saturday, 24th Jan. at 1 p.m.
SEATTLE MARU	T. Saito	Sunday, 25th Jan. at 1 p.m.
MEXICO MARU	N. Kobayashi	Monday, 26th Jan. at 1 p.m.

Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & YOKOHAMA.
Calling at MOI, KOBE, YOKOHAMA & YOKOHAMA.

These Newly Built Steamers have fast speed and are fitted with the Wireless
Apparatus. A limited number of Cabin passengers carried at low rates. Best adapted
rooms for carrying Silk, Treasure and Perishable. Special attention given towards
Express connection.

JAPAN-BOMBAY LINE.

For BOMBAY via SINGAPORE, PORT SWETENHAM, PENANG
AND COLOMBO.

Steamer	Captain	Leave
JAVA MARU	K. Hori	Monday, 12th Jan. a.m.
SAIGON MARU	T. Yamaguchi	Tuesday, 13th Jan. a.m.
INDO MARU	K. Komiya	Wednesday, 14th Jan. a.m.

For MOI, KOBE & YOKOHAMA.

Steamer	Captain	Leave
SAIGON MARU	T. Yamaguchi	Monday, 12th Jan. a.m.
LUZON MARU	K. Komiya	Tuesday, 13th Jan. a.m.
INDO MARU	K. Komiya	Wednesday, 14th Jan. a.m.

CHINA AND FORMOSA LINE.

For TAMSUI via SWATOW & AMOY.

Steamer	Captain	Leave
DAIJIN MARU	K. Murakami	Sunday, 11th Jan. at 10 a.m.
DAIGI MARU	S. Tokunishi	Sunday, 18th Jan. at 10 a.m.

For FOOCHOW via SWATOW & AMOY.

Steamer	Captain	Leave
KAIJO MARU	Y. Yamamoto	Wednesday, 14th Jan. at Noon.
For ANPING & TAKAO via SWATOW & AMOY.		

Steamer	Captain	Leave
SOSHU MARU	K. Tashira	Thursday, 15th Jan. at Noon.
For CANTON.		

These Steamers of the Coast and Formosa Line have excellent accommodation for
First Class Passengers and are fitted with Electric Light and Fans.
These Steamers will arrive at and depart from SOON YIP WHARF (near the
Harbour Office, Prince's Building).
For further information, apply to

Z. KAMIYA, Manager

Second Floor No. 1, Queen's Building

PHILIPPINE STEAMSHIP Co.

Steamship	Tons	Captain	For	Sailing Date
RURI	4,000	J. Miller	Manila, Mangrove, Cebu & Iloilo	Tuesday, Jan. 13 at 4 p.m.
ZAVIRO	4,000	F. S. McMurray	Manila, Mangrove, Cebu & Iloilo	Thursday, Jan. 22 at 4 p.m.

Passengers holding round trip tickets may return by any Steamer of the Pacific
Mail S.S. Co., to any of the Philippine Islands, and Eastern and Australian
Steamship Co., Ltd.
Electric Light and Fans in every Cabin; Competent Stewardesses carried
For freight or Passage, apply to

Shewan, Tomes & Co., General Managers.

THOS. COOK & SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS,
BANKERS, etc.

Head Office for the Far East: 15, Old Quay Road, CENTRAL, HONGKONG.
SHANGHAI, 2-3, FOOCHOW ROAD. YOKOHAMA, 32, WATER STREET.
MANILA-MANILA HOTEL, P. O. BOX 788.

TICKETS arranged to EUROPE by the principal STEAMSHIP LINES and
THOS. COOK & SON.

TOURS arranged to ALL PARTS of the World
BAGGAGE collected, forwarded and packed at lowest rates.
LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES exchanged.

Branch Office: LUDGATE-CIRCUS, LONDON, E.C.4.

SHIPPING

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA,
DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and
CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN
AFRICAN LINE.

PROPOSED SAILINGS.

From Hongkong: 31st January, 1914. Connecting with "KATAUGA" 18th January, 1914.
From Colombo: 18th January, 1914. Connecting with "KATAUGA" 31st January, 1914.
EXCELLENT ACCOMMODATION FOR 1st and 2nd CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA,
DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and
CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the
quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS

From Hongkong S.S. "SALAMIS" Middle of March.
First Class Accommodation for Passengers.
Fitted with Wireless Telegraphy.

For Rates of Freight and Passage, apply to

THE BANK LINE, LIMITED.
MANAGING AGENTS.

HAMBURG-AMERIKA LINE.

IN CONJUNCTION WITH

Deutsche Dampfschiffahrts-Gesellschaft "HAPAG".
REGULAR SAILINGS FROM JAPAN, CHINA, AND PHILIPPINES,
via STRAITS AND COLOMBO.

To MARSEILLES, HAVRE, BREMEN & HAMBURG, & TO NEW YORK
and from MANILA, HONGKONG & JAPAN to VANCOUVER (B.C.)
and PORTLAND (Or.).

TAKING Cargo as through Rates to all European, North Continental and British
Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean,
Atlantic, Black Sea and Baltic Ports, and North and South American Ports.

NEXT SAILINGS FROM HONGKONG

Outward

Steamer	Leave	Steamer	Leave
S.S. BELGRAVIA	13th Jan.	For Rotterdam, Hamburg and Antwerp	
S.S. O.J.D. ABLENS	14th Jan.	S.S. GOLDENFELS	13th Jan.
S.S. SPEZIA	15th Jan.	For Marseilles, Bremen & Hamburg	
S.S. SAXONIA	16th Jan.	S.S. EMDEN	14th Jan.
S.S. SCANDIA	17th Jan.	For Vancouver, Seattle and/or Tacoma & Portland (Or.)	
S.S. HOERDE	18th Jan.	S.S. BELGRAVIA	14th Jan.
S.S. BADEN	19th Jan.	For Havre, London & Hamburg	
S.S. SUDMARK	20th Jan.	S.S. SILSIA	15th Jan.
S.S. BRISOVIA	21st Jan.		

For further Particulars, apply to

HAMBURG-AMERIKA LINE, Hongkong Office.

Reduced First Class Fares.

GREAT NORTHERN STEAMSHIP COMPANY.

S.S. "MINNESOTA".

CAPACITY 28,000 Tons. 20,718 Tons Gross Register. LENGTH 630 Feet.
BREADTH 73 Feet.

EQUIPPED WITH WIRELESS TELEGRAPHY.

Sails from Hongkong 12th February, 1914.

For SEATTLE via NAGASAKI, INLAND SEA, KOBE AND YOKOHAMA.

Hongkong, Manila and Shanghai to Seattle or San Francisco ... 2 36.
Round Trip Tickets (Good for Six Months) ... 2 54.
Nagasaki to Seattle or San Francisco ... 2 33.
Round Trip Tickets (Good for Six Months) ... 2 49.10.
Kobe and Yokohama to Seattle or San Francisco ... 2 31.
Round Trip Tickets (Good for Six Months) ... 2 46.10.
Manila, Hongkong, Shanghai or Japan Ports of Call to London and Return (Six Months) ... 2 65.
Manila, Hongkong, Shanghai or Japan Ports of Call to London and Return (24 Months) ... 2 114.

Reduced rates to all points in the United States, Canada, and Europe.
Luxurious Passenger Accommodation—Suites and State-rooms (All Outside
rooms). Music room, Library, Smoking room, Kitchens, Laundry, Telephone, etc.
DIRECT connection at Seattle with Great Northern and Northern Pacific Rail-
ways for all points in the United States, Canada and Europe.
Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe
and Nagasaki, without extra charge.
Special rates to Missionaries, and their families.

For full information regarding freight or passage apply to

NIPPON Yusen Kaisha, Agents.

Prince's Building.

WEEKLY NEWS FOR HOME

The Overland China Mail

FULL REPORTS.

LATEST INTELLIGENCE.

Order before you leave, so that you may receive it while at home.
Price \$14 per annum, including postage. THE CHINA MAIL, Ltd., Wyndham Street.

TOYO KISEN KAISHA

S.S. "NIPPON MARU", via

HONOLULU, JAPAN PORTS AND SHANGHAI.

The above-named Steamer having arrived
Consignees of Cargo are hereby notified to send
in their Bills of Lading for counter-
signature, and to take immediate delivery
of Cargo from alongside.

Cargo remaining undelivered on 10th
January, will be landed at Con-
signees' risk and expense, and delivery
must then be taken from the Company's

